

an inflator for discharging a gaseous inflation medium; and

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cont

an air bag cushion including a first inflatable portion proximal to the inflator for cushioning the torso of the vehicle occupant, a second inflatable portion distal from the inflator for cushioning the head of the vehicle occupant, a first expansion restraining element extending partially but not completely across the width of the air bag cushion in substantially nonparallel relation to a flow path of said gaseous inflation medium between the first and second inflatable portions, and at least a second expansion restraining element extending partially but not completely across the width of the air bag cushion in opposing staggered relation to the first expansion restraining element in substantially nonparallel relation to said flow path of said gaseous inflation medium, wherein the expansion restraining elements are adapted to remain operative so as to provide expansion restraint upon full inflation of the air bag cushion without failing such that the expansion restraining elements restrict expansion of the air bag cushion in the region between the first and second inflatable portions.

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11. (Twice Amended) An air bag assembly in a vehicle for side protection of a vehicle occupant, the air bag assembly comprising:

an inflator for discharging inflation gas; and

a gas inflatable air bag cushion for deployment adjacent the vehicle occupant wherein the air bag cushion comprises an upper boundary, opposing lateral sides extending away from the upper boundary, and a mouth opening for receipt of the inflation gas, the air bag cushion being formed by folding a single blank of material along a predetermined fold line to form a folded structure of two layers, applying connective perimeter seams around the perimeter of the folded structure, and applying a plurality of expansion restraining elements between the layers of the folded structure wherein said expansion restraining elements extend partially but not completely across the width of the airbag cushion into the interior of the air bag cushion in offset staggered relation from said opposing lateral sides and wherein said expansion restraining elements are adapted to remain operative so as to provide expansion restraint upon full inflation of the air bag cushion without failing.

12. (New) An air bag assembly in a vehicle for side impact protection of a vehicle occupant, the air bag assembly comprising:

an inflator for discharging a gaseous inflation medium; and

an air bag cushion including a first inflatable portion proximal to the inflator for cushioning the torso of the vehicle occupant, a second inflatable portion distal from the inflator for cushioning the head of the vehicle occupant, a first expansion restraining element extending partially but not completely across the width of the air bag cushion in substantially nonparallel relation to a flow path of said gaseous inflation medium between the first and second inflatable portions, and at least a second expansion restraining element extending partially but not completely across the width of the air bag cushion in opposing staggered relation to the first expansion restraining element in substantially nonparallel relation to said flow path of said gaseous inflation medium, wherein the expansion restraining elements are adapted to remain operative so as to provide expansion restraint upon full inflation of the air bag cushion without failing such that the expansion restraining elements restrict expansion of the air bag cushion in the region between the first and second inflatable portions and wherein at least a portion of the expansion restraining elements have a generally rounded profile.

=2 13. (New) The invention according to Claim 12, wherein the expansion restraining elements comprise integral connective seam structures.

=3 14. (New) The invention according to Claim 12, wherein the air bag cushion is formed from a single piece of material.

=4 15. (New) The invention according to Claim 14, wherein the single piece of material is a woven textile.

=5 16. (New) The invention according to claim 15, wherein the woven textile is formed from a plurality of yarns selected from the group consisting of nylon yarns and polyester yarns and wherein said plurality of yarns have a linear density in the range of about 105 denier to about 840 denier.

17. (New) The invention according to Claim 16, wherein the denier per filament of the yarns forming the woven textile is in the range of about 3 to about 6.

18. (New) The invention according to Claim 1, wherein the air bag cushion is formed from a substantially flat blank of material which is folded to form a folded structure having two layers enclosed by the application of connective perimeter seams along the perimeter of the folded structure.

19. (New) The invention according to Claim 18, wherein the connective perimeter seams are selected from the group consisting of:  
sewn seams, RF welded seams, ultrasonic welded seams, and adhesive bonding seams.

20. (New) The invention according to Claim 18, wherein the expansion restraining elements comprise connective seams extending between the two layers of the folded structure.

### REMARKS

Claims 1-11 were previously pending in the application. Claims 1 and 11 have been amended. Claims 12-20 have been added. Thus, upon entry of this amendment, claims 1-20 are subject to continued examination.

### **ANTICIPATION:**

Claims 1 and 2 stand rejected under 35 U.S.C. 102(e) as being anticipated by U.S. Patent 6,065,772 to Yamamoto et al.

MPEP § 2131 provides that a claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described in a single prior art reference.